

AMENDMENTS TO THE CLAIMS

1. (Canceled)
2. (Currently Amended) A clutch-actuating device for a clutch in a motor vehicle power train, wherein the power train includes an engine, a clutch, a transmission, and a control unit; said clutch actuating device comprising an actuator motor driving an actuating member, and further comprising a transfer mechanism operable to transmit a movement of the actuating member to a clutch release element that is movable against an opposing force of a clutch spring to displace the clutch from a closed position to an open position, wherein the transfer mechanism has a first movement range in which said movement of the actuating member in an opening direction of the clutch does not displace the clutch from its closed position, and a second movement range in which the movement of the actuating member causes a displacement of the clutch, wherein the transfer mechanism has an interval of loose play, and wherein said loose play is used up within the first range ~~The clutch-actuating device of claim 1, further comprising, the device further including~~ a compensation spring mechanism which introduces a first force/displacement characteristic into the movement of the actuating member within the first range, wherein the displacement of the clutch in the second range follows a clutch displacement characteristic, and wherein in said second range said clutch characteristic is superimposed on said first force/displacement characteristic.
3. (Currently Amended) A method of determining the closed position of the clutch that is equipped with the clutch-actuating device of claim 2 [[1]], comprising the steps of:

moving the actuating member through a transition from the

brake is applied, and wherein - if the transmission is not already in a neutral position - the transmission is set into the neutral position for a short time interval by a transmission actuator.

10. (Currently Amended) A method of determining an actuating force of the clutch that is equipped with the clutch-actuating device of claim 2 [[1]], wherein said first range and said second range have different force-displacement characteristics, the method comprising the steps of:
 - moving the actuating member through at least part of the first range;
 - determining a first value of an operating parameter of the actuator motor, said first value being representative of a known force generated by the actuator motor to move the actuating member within the first range;
 - moving the actuating member through at least part of the second range;
 - determining a second value of said operating parameter of the actuator motor, said second value being representative of a force generated by the actuator motor to move the actuating member within the second range; and
 - determining the actuating force based on said known force and on said first and second values of the operating parameter.
11. (Currently Amended) A method of determining a temperature of the actuator motor in the clutch-actuating device of claim 2 [[1]], wherein said actuator motor is an electric motor and wherein said first range and said second range have different force-displacement characteristics, the method comprising the steps of:
 - moving the actuating member through at least part of the first range;

determining at least one temperature-dependent operating parameter value of the actuator motor, said temperature-dependent operating parameter value being dependent on said temperature of the actuator motor;

comparing the at least one temperature-dependent operating parameter value to a stored table of parameter values as a function of temperature values, and

determining the temperature of the actuator motor from said stored table by finding a match between the at least one temperature-dependent operating parameter value and one of the parameter values in said stored table.